

accordingly revised the description of drawings on page 7 line 30 and on page 12 line 14 as noted by the examiner.

The examiner requires clarification on the of Figures 0K-0K4 as noted on page 7,8 of the revised specification. The applicant respectfully submits that this description follows closely the original disclosure in the claims 2, 4, 9, 10, 11, 12, 13, 14, 15 and 16.

The specification has been amended with the following text at the end of the specification to represent what was in the original disclosure in the claims as filed.

“Yet another embodiment has protector shields and shock absorbing devices mounted directly to the fixed body members (Figs 0K-0K4) of the vehicle as in conventional car doors. Lateral impact forces are therefore directly transferred to the fixed body members from the protector shields. Yet another embodiment has the impact decoupler/ secondary slides attached to the fixed body members (fig 0K, 0K1, 0K2, 0K3, 0K4). In a first class of these embodiments, the non-ejecting parts of the passenger support mechanism are attached to the secondary slides (fig 0K3). In a second class of these embodiments, the lower primary slide is attached to the secondary slide (Fig 0K, 0K1, 0K2, 0K4). In this second class the lower primary slide supports the upper primary slide and the non-ejecting parts of the passenger support mechanism if there are such non-ejecting parts of the passenger support mechanism in the embodiment. In these embodiments the ejecting parts of the passenger support mechanism are attached to the upper primary slide.

In the first class of these embodiments (Fig 0K3) the ejecting parts of the passenger support mechanism are attached to the non-ejecting parts of the passenger support mechanism.

Ejection of the ejecting part of the passenger support mechanism for egress and ingress is as noted herein by sliding, rotation or displacement with arms (Fig 0K4).

Ejecting parts may eject upwards, downwards (Fig 0K1) laterally outwards (fig 0K, 0AK, 0K2, 0K3, 0K4), backwards or forwards (Fig 0K, 0K3).”

IV. Claims:

Objections:

The applicant has made the required corrections required by the examiner.

Rejections Section 112:

The means for diverting the impact energy depends on the embodiment. In the embodiments of 0K1-0K4 the fixed body members are connected to the protector shields and therefore this is the means for diverting the impact energy in lateral impacts. There is substantial background art to support this as in conventional car doors. What is unique however is the inertial decoupling of the passenger support with its supporting elements in this structure along with the ejection mechanisms. In the case of the embodiments of Fig 1-4, 1B-4B, 1C-4C, 1D-4D, 1F-4F, 1G-4G, the means comprises the lower primary slide that is attached to the protector shields. In claims 10,11,13,14, the disclosure provides for sliding means, rotating means and extension arms that allow the ejection in the different directions as noted in the original claims. Also the use of rotating mechanisms and extension arms is disclosed in the original specification US 2003/0038498 of this application Para 0183.

